



Edmonton Daily Bulletin

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BULLETIN CO., LTD.
DUNCAN MARSH,
Manager.

WEDNESDAY, FEBRUARY 10, 1909.

THE GRAIN CONFERENCE.

Great good must come from the grain conference at Calgary. Aside altogether for its purpose, the fact that the conference has been held must work general benefit. The railway was attended by farmers, buyers and rail men, the three parties most directly concerned in the grain trade. Views were fully exchanged between them and a better understanding arrived at. To some degree they may be expected to meet with less hostility which has been a partly common characteristic of each toward the other and to introduce a sense of mutual interest. The railway, the producer, the carrier and the buyer are not essentially antagonistic but complementary interests. The railway and the railway men are brought to exhibit a more considerate spirit toward the first and most important party in the business. The conference will have simply made good.

As was to be expected, some of the most valuable business from the grain conference at Calgary came from Mr. Price, representing the C. P. R. He summarized the possibilities of the railway by saying that with the same number of cars, the company could haul two cars of Alberta grain to the coast for every car of grain hauled from the shorter distance. Taking his other figures, that from Sept. 1 to Dec. 31st last they hauled out 7 million bushels, but that they could haul not less than 14 million bushels could have been taken to Vancouver in the same length of time. The difference would be no doubt worth out better, for cars are constantly diverted from the grain trade to the lumber trade. It is not possible that the coal could be brought back on the return trip and at the same time saved to the lumber trade. The railway men claim that they can handle double the amount of grain from Alberta to the coast as to the Atlantic winter ports in the same length of time.

It is more important though that the period for handling grain by the Pacific has no limit. Vancouver's port is always open and ships can proceed there without interruption through the winter months. It may be taken as certain that with all the railway facilities existing here, the project we will never be able to transport all our crop to the Atlantic coast. The balance of the crop must be shipped as that route is concerned, therefore, we must face the alternative of shipping a large portion of our grain all the way to Atlantic ports, or of shipping it over to the following season. And just because Alberta is farther from the coast, a smaller portion of our grain can be sent out by water in the fall than that of Manitoba and Saskatchewan; while the cost of shipping the balance of the crop is proportionately heavier. What Alberta needs most of all, therefore, is a route by which the surplus grain can be kept up stored during the winter months without increasing cost. With this necessity as the "grain rail" will be increased with profit and satisfaction all round.

The present saving of the Pacific over the eastern route is calculated to be 6 cents per bushel on wheat. This, however, is offset by the cost of packing the grain, owing to there being no terminal facilities on the coast. From the information presented at the conference the two seem to stand about even in the matter of cost. But with an adequate terminal facility, when elevator facilities are provided, and a further advantage in the Tariff, the Pacific route would make the sea voyage to Europe.

Perhaps the most promising feature of the movement for westward shipping is the fact that the railway men are strongly advocating it. Nor are they doing it for amusement or sentiment. The C. P. R. has been very easily have started the movement five years ago, or ten, but it was not to their interest to do so.

Trade was made, and the farther they hauled what traffic there was the more they got for it. They therefore, naturally, turned to Vancouver at prohibitive prices and kept them there, thus forcing Alberta grain to be carried and to pay the long haul. When the railway men went the C. P. R. eased it and they naturally desired to carry it as far as possible.

Things are different today, however. The G. T. P. is hearing complaint from Alberta to the Atlantic. The C. P. R. are starting on a campaign which will connect their western and eastern lines. A line to Hudson Bay is being surveyed. By the time next

season's crop is ripe eastbound grain will have a choice of two railroads and by the following fall probably three. To force grain to go east will not be more a "dead sure thing" than the C. P. R. would be to force it to go west. The C. P. R. are now in a position to allow it to go westward. At present all that goes west must go to the C. P. R. and it is not probable that they will use their influence to send as much west as possible.

In this lies the chief hope of the development of the western route. The introduction of competition from the east has raised the interests of the C. P. R. in "southern" routes, but the C. P. R.'s assistance the route could not be made practicable. Since the success of their blockade policy for twenty years.

CURRENT COMMENT.

The outcry for the destruction of the plan is so effective that the boundaries exceeded the appropriation.

Twenty-three cars are down for leaving by the Railway Commission in Edmonton. The Commissioners will not have much leisure for viewing the

at 1000 New York husbands have been divorced by their wives, and the wives and non-support of their wives. This aside from the multitude divorce courts have formally relieved some income tax obligations.

Some southern states are said to provide only \$100 per year for the education of negro children. Last year this is more than the negro is not evolving the qualifications of good citizenship more rapidly.

The Mail and Empire is outraged that Wm. Siam, of Comoxial, want for every one of his children, or Hon. Wm. Templeman, forgetting that four years ago Mr. Kidd, of Comox, resigned to leave a vacant seat to Mr. K. H. McKee.

As expected, the year is to be one of the most peaceful. It could not be avoided if Edmonton is to keep on growing, and that it will keep on growing nobody doubts. The point is to keep it growing. It is not possible that the coal could be brought back on the return trip and at the same time saved to the lumber trade. The railway men claim that they can handle double the amount of grain from Alberta to the coast as to the Atlantic winter ports in the same length of time.

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THE COMPENSATION ACT.

Calgary Alberta—The province of Alberta, it is announced, has decided to introduce a Compensation Act, which in every respect or in similar respects will be similar to that now in force in the province of Alberta.

The province brought in a similar bill last year, but the same interest in an endeavoring to have the present bill changed. Success of last year when the bill was introduced was due to the fact that the principle of the bill is the same as that of the present bill. The bill is now being introduced in the House of Commons. The bill is now being introduced in the House of Commons.

At the annual meeting which was held last week in Lethbridge, the miners of the province met in session. The miners were in session to discuss the proposed changes in the mining laws. The miners were in session to discuss the proposed changes in the mining laws.

MINERS AND LEMIEUX ACT.

Calgary Alberta—The miners of Western Alberta have decided to stand by the Lemieux Act. The miners are in session to discuss the proposed changes in the mining laws. The miners are in session to discuss the proposed changes in the mining laws.

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The action of the miners' union in the case of the Japanese and Chinese. This will have to effect upon the miners of the province. The miners are in session to discuss the proposed changes in the mining laws. The miners are in session to discuss the proposed changes in the mining laws.

WORDS' TARIFF DRIFT.

Toronto Star—The Conservative government has made a declaration in favor of tariff protection. The government has made a declaration in favor of tariff protection. The government has made a declaration in favor of tariff protection.

RATIFICATION IS CERTAIN.

France-Canada Treaty Will Pass French Senate on Friday. Paris, Feb. 9.—The customs committee of the French Senate has decided to ratify the French-Canada treaty. The French-Canada treaty will be ratified by the French Senate.

LORD DUNDY ENGAGED.

London, Feb. 9.—Lord Dundee, son of the late Lord Dundee, has been engaged to marry Lady Dorothy Grosvenor. Lord Dundee has been engaged to marry Lady Dorothy Grosvenor.

Weak Court Centres Masters.

Montreal, Feb. 9.—In the investigation of the case of the weak court centres, the court has decided to grant a writ of habeas corpus. The court has decided to grant a writ of habeas corpus.

World's Grid is Distinctly New.

The world's grid is distinctly new. It is a new grid that has been discovered. The world's grid is distinctly new. It is a new grid that has been discovered.

WHAT ABOUT OLD AGE?

Old people are often asked what they can do to help themselves. The answer is to be as active as possible. Old people are often asked what they can do to help themselves. The answer is to be as active as possible.

MADE IN CANADA

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Don't Put On Too Much

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Blizzard Two Up.

Deaver, Feb. 9.—Every railway entering Denver again paid the penalty of the storm. The railways were delayed. The railways were delayed.

Explosion Killed Three Men.

Douglas, Ill., Feb. 8.—Shortly after noon today a terrific explosion in the mill broke the collar of a large boiler. Three men were killed. Three men were killed.

NOTICE.

Notice is hereby given that an application will be made to the Parliament of Canada at the session of the Parliament of Canada at the session of the Parliament of Canada.

TO CONTRACTORS.

SEALED TENDERS will be received by the undersigned up to noon, Monday, Feb. 15, 1909, for the construction of the new bridge over the river. The tenders will be received by the undersigned.

JUDICIAL SALE OF TOWN PROPERTY.

PURSUANT to the Judgment and final order of the court, the property of the estate of the late John J. McNeil, deceased, is being sold. The property is being sold.

JUDICIAL SALE OF CITY DWELLING HOUSES.

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Edmonton's Future Water Supply

The Great Pigeon Lake Scheme.

The cut on this page shows one of the greatest undertakings ever proposed by any person or private corporation for Northwest Canada except Railway Construction. The scheme is being undertaken solely for the purpose of supplying pure water to the City of Edmonton and adjoining municipalities should they desire it. Briefly outlined the scheme is as follows.

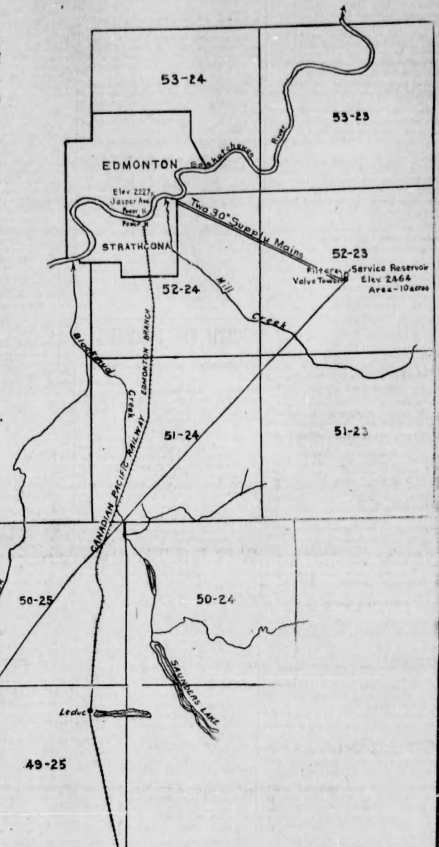
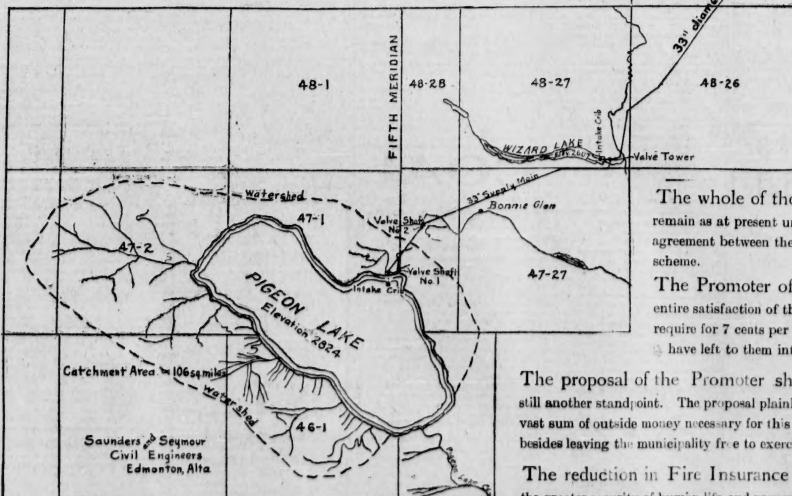
It is proposed to utilize as a source of supply Pigeon Lake, which is a beautiful fresh water lake of over 37 square miles in area, of great depth and situated about 40 miles S. W. of the city at an elevation of 597 ft. above the surface of Fourth street, opposite No. 2 Fire Hall, and is thus in a position to furnish the City of Edmonton with an unlimited supply of pure soft water. Pigeon Lake would be tapped with intake works and a tunnel, thence the water would be conveyed from the north end of this tunnel by means of a 33 in. pipe to the valve shaft and intake works which it is proposed to construct close to the Wizard Lake for reasons which are explained later. Thence from Wizard Lake continuing the line of 33 in. pipe to a natural lake situated on Beaver Hills about seven and one-half miles from the city and at an elevation of 240 ft. above the above mentioned point on Fourth street. This natural lake on Beaver Hills would be dammed, and its present source of supply diverted; a sufficient area would be excavated and cleaned out (up to a depth of 20 ft.) to provide service reservoirs of about 100 million gallons capacity for reserve supply which would be invaluable in times of fire. A valve shaft would be constructed at the service reservoir by means of which water could be served to the city from the service reservoir by means of two lines of 30 in. pipe leading from the valve shaft to a point on the south bank of the Saskatchewan River opposite the Edmonton power house and thence continuing from this point to a tunnel under the river to the Edmonton power house thus giving connection to the distributing mains of the city at the present power house.

As before stated the service reservoir would be capable of holding a reserve supply of about 100 million gallons of water with a static head of 240 ft. (i. e. a static pressure of about 104 lbs. per sq. in.), but in addition to this the valves in the valve shaft would be so arranged that a direct connection can be had with Wizard Lake which has an area of over two square miles and an elevation of over 370 ft. and is thus capable of giving a static pressure of 160 lbs. per sq. in. Or if the necessity should arise for a very great pressure the valves will be so arranged in the valve shaft that a direct connection can be had with Pigeon Lake which would give a static pressure of about 258 lbs. per sq. in. These connections can be made almost instantly on receipt of a phone message from the fire hall in Edmonton.

A telephone system would be installed connecting the No. 2 Fire Hall with a water-works superintendent's house, (which latter would be situated at the service reservoir) and with both care-takers' houses at Wizard and Pigeon Lakes respectively. A facility which would be very useful in case of fire.

The quality of the water available from the present source of supply viz: the Saskatchewan River is unsatisfactory and perhaps even positively dangerous, unless a very expensive system of purification is undertaken, and even if such is undertaken no amount of purification will render the water soft enough to be either wholesome as a drinking water or economical as a water for domestic or manufacturing purposes. Whereas the Pigeon Lake water is moderately soft.

Engineers have been at work on the scheme for many months and the promoter is now in a position to deal with the matter and to guarantee to install works as outlined in a very short time, from the conclusion of an agreement.



The City of Edmonton is thus offered the very best supply possible of good, pure and wholesome water at a cost per 100 cu. ft. less than that involved by the scheme already proposed by the City, viz: the removal to the Gibbons property of the present direct pumping system including the necessary sedimentation basins, filters, etc., to make the water taken from the river in a measure fit for domestic purposes.

The whole of the distributing system within the limits of the City would remain as at present under the control of the City authorities. There would be a clause in the agreement between the City and the Promoter, providing that the City would take over the entire scheme.

The Promoter offers to finance and carry out this great scheme to the entire satisfaction of the City and to deliver into their mains as much pure water daily as they may require for 7 cents per 100 cu. ft. Thus the city besides having a better supply of pure water would have left to them intact their present borrowing powers.

The proposal of the Promoter should also be considered by the citizens of Edmonton from still another standpoint. The proposal plainly involves the bringing into and spending in the vicinity of Edmonton the vast sum of outside money necessary for this scheme, must surely benefit directly and indirectly the entire trading public besides leaving the municipality free to exercise their present borrowing powers and bring in and spend an additional sum.

The reduction in Fire Insurance would amount to many thousands of dollars yearly and the greater security of human life and property is surely a matter of interest to all.

REGAL SHOES ARE COMING

All \$7.00 Shoes selling at...	\$5.00
All \$6.50 Shoes selling at...	\$4.75
All \$6.00 Shoes selling at...	\$4.50
All \$5.50 Shoes selling at...	\$4.00
